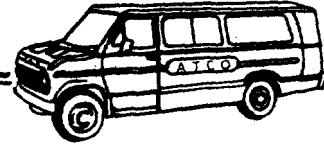


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EX PARTE OR LATE FILED

AIRPORT *Transportation* COMPANY

Division of ATCO Transportation Corp.
9192 W. Cactus, Suite B
Peoria, AZ 85345



November 8, 1993

RECEIVED

NOV 17 1993

FCC - MAIL ROOM

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, my company is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,


cc: All Commissioners

5 Originals

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EAGLE CAB RECEIVED

NOV 17 1993

FCC - MAIL ROOM

Federal Communications Commission,
1919 M Street, N.W.,
Washington D.C. 20554.

November 14, 1993.

Ladies, Gentlemen,

re: PR Docket No. 92-235.

In 1987, out of work, I decided to start a taxi-cab business in Westerly R.I. Now, 7 years later, Eagle Cab has 13 cars in operation and thereby invested \$ 20,000.- in new mobile communication radios as well as 2 base stations.

I am now informed that it is contemplated that our company will be required to share channels with incompatible users.

This idea is ill advised. I hope that you do understand that perfect and instant radio communications between dispatch and drivers is the heart of the matter of the taxicab industry. As I always phrase it to our drivers : Communicate, communicate ! Without communication we can not run a viable and reliable business.

You also are aware of the dangers which are inherent of being on the road, and the particular dangers of serving strangers in deteriorated neighbourhoods. In this respect, instant and reliable communication is the lifeline of drivers, and the life line is held by the dispatcher, the only person who can by prompt action, mobilize resources for assistance.

We in the taxicab industry see Federal, State, and local Governments very active in promoting and subsidizing Public Transportation. Please do realize that Public Transportation AS A SYSTEM cannot function without a efficient taxicab service to pick up the customer from its point of origin or to bring him to his final destination. This customer is demanding, he requires and is entitled to prompt courteous service.

Interference in radio communications is distracting dispatch and drivers. It will result in a break down of established professional radio discipline. Distraction of a driver is also dangerous. You know about the signs in busses : "Do not speak to driver".

Eagle Cab Corp. has made a considerable investment in dollars and time to make things work. We are dedicated to serve the customer and drivers. Please maintain the privacy we need to do our difficult and risky job reliably and professionally.

I would like to stress that privacy of communications is also essential to maintain the privacy of the movements our customers make. And last but not least, the privacy is important to safeguard the customer list of our Corporation so that it is not pirated by other transportation interests.

Thank you kindly for listening.

I have enclosed five copies of this letter for Commissioners' use and for the docket file.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul H. Kraaijvanger", with a long, sweeping horizontal stroke extending to the right.

Paul H. Kraaijvanger,
President
Eagle Cab Corporation. _____

cc : All Commissioners.

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Schuyler Cab Co., Inc.

AIRPORT SERVICE
MESSENGER SERVICE
24 HOURS

9 DUKES ST. KEARNY, N.J. 07032
(201) 991-7600 991-7603

November 8, 1993

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NOV 17 1993
FEDERAL COMMUNICATIONS COMMISSION
OFFICE OF THE SECRETARY

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Secretary:

I am the operator of a taxicab system and a licensee of your Commission.

I understand that some have suggested that the Taxicab Radio Service in which I am licensee should be consolidated with Business Radio users or in some broad pool consisting of a wide diversity of user groups.

I want to express my strong opposition to such an idea. First of all I see no need for consolidation at all; the existing coordination system works and "if it ain't broke, don't fix it."

Second, under no circumstances should Taxicab Radio users be consolidated with Business Radio users or in a broad pool.

Third, if there must be some consolidation, at least consolidate the Taxicab Radio Service with other compatible groups in a Land Transportation pool.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Henry Atwell
PRESIDENT

CC: ALL COMMISSIONERS

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